

In the claims:

1. (Currently amended) A transmission-drive unit for a seat adjustment, comprising a transmission housing; a driven shaft extending outwardly beyond said transmission housing; a driven wheel non rotatably arranged on said driven shaft; a supporting element which directly at least partially surrounds said driven shaft ~~wheel~~ without further components between said driven shaft and said supporting element, said driven wheel and said supporting element being arranged axially near one another so that said driven wheel is directly supported against said supporting element when axial force action is applied from outside, wherein said supporting element is arranged between said driven wheel and an inner side of said transmission housing.

Claim 2 cancelled.

3. (Original) A transmission-drive unit as defined in claim 1; and further comprising a packing which surrounds said transmission housing, said supporting element being arranged between said driven wheel and said packing.

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4. (Original) A transmission-drive unit as defined in claim 1, wherein said transmission housing has a housing wall, said supporting element being formed as a part of said housing.

Claim 5 cancelled.

6. (Original) A transmission-drive unit as defined in claim 5, wherein said bead is formed as a thread.

7. (Original) A transmission-drive unit as defined in claim 1, wherein said supporting element is arranged at a distance from said driven wheel, which distance is reduced with growing axial force action.

8. (Original) A transmission-drive unit as defined in claim 1, wherein said supporting element is fixed at least axially on said driven shaft and said driven wheel being formed as an injection molded part which surrounds said supporting element.

9. (Original) A transmission-drive unit as defined in claim 8, wherein said supporting element is formed as a ring arranged form-lockingly on said driven shaft.

10. (Original) A transmission-drive unit as defined in claim 9, wherein said supporting element is form lockingly arranged on said driven shaft through a thread.

11. (Original) A transmission-drive unit as defined in claim 1, wherein said supporting element is formed as a speed nut with an inner edge supported on an outer surface of said driven shaft.

12. (Original) A transmission-drive unit as defined in claim 1, wherein said driven wheel has a collar for guiding by a running disc supported in said transmission housing, said supporting element having an outer diameter which is greater than an inner diameter of said running disc.

13. (Original) A transmission-drive unit as defined in claim 1, wherein said supporting element is composed of a plurality of parts.

14. (Original) A transmission-drive unit as defined in claim 1, wherein said supporting element is composed of two parts.

15. (Original) A transmission-drive unit as defined in claim 1, wherein said driven wheel is formed as a screw wheel of synthetic plastic.

16. (Currently amended) A transmission-drive unit for a servo steering, comprising a transmission housing; a driven shaft extending outwardly beyond said transmission housing; a driven wheel non rotatably arranged on said driven shaft; a supporting element which directly at least partially surrounds said driven shaft without further components between said driven shaft and said supporting element, said driven wheel and said supporting element being arranged axially near one another so that said driven wheel is directly supported against said supporting element when axial force action is applied from outside, wherein said supporting element is arranged between said driven wheel and an inner side of said transmission housing.

17. (New) A transmission-drive unit for a seat adjustment, comprising a transmission housing; a driven shaft extending outwardly beyond said transmission housing; a driven wheel non rotatably arranged on said driven shaft; a supporting element which directly at least partially surrounds said driven shaft without further components between said driven shaft and said supporting element, said driven wheel and said supporting element being arranged axially near one another so that said driven wheel is directly supported against said supporting element when axial force action is applied from outside, wherein said supporting element is arranged

between said driven wheel and an inner side of said transmission housing, said driven shaft being formed as a spindle shaft, and said driven wheel being arranged inside said transmission housing.

18. (New) A transmission-drive unit for a seat adjustment, comprising a transmission housing; a driven shaft extending outwardly beyond said transmission housing; a driven wheel non rotatably arranged on said driven shaft; a supporting element which directly at least partially surrounds said driven shaft without further components between said driven shaft and said supporting element, said driven wheel and said supporting element being arranged axially near one another so that said driven wheel is directly supported against said supporting element when axial force action is applied from outside, wherein said supporting element is arranged between said driven wheel and an inner side of said transmission housing, said driven wheel being formed as a synthetic plastic screw which is fixed axially on said driven shaft.

19. (New) A transmission-drive unit for a seat adjustment, comprising a transmission housing; a driven shaft extending outwardly beyond said transmission housing; a driven wheel non rotatably arranged on said driven shaft; a supporting element which directly at least partially

surrounds said driven shaft without further components between said driven shaft and said supporting element, said driven wheel and said supporting element being arranged axially near one another so that said driven wheel is directly supported against said supporting element when axial force action is applied from outside, wherein said supporting element is arranged between said driven wheel and an inner side of said transmission housing, said driven shaft being axially guided by means of a running disc, and said running disc being supported in said transmission housing.

20. (New) A transmission-drive unit for a seat adjustment, comprising a transmission housing; a driven shaft extending outwardly beyond said transmission housing; a driven wheel non rotatably arranged on said driven shaft; a supporting element which directly at least partially surrounds said driven shaft without further components between said driven shaft and said supporting element, said driven wheel and said supporting element being arranged axially near one another so that said driven wheel is directly supported against said supporting element when axial force action is applied from outside, wherein said supporting element is arranged between said driven wheel and an inner side of said transmission housing, said supporting element having an axial support surface, with which said

supporting element is supported axially on an inner side of said transmission housing.

21. A transmission-drive unit for a seat adjustment, comprising a transmission housing; a driven shaft extending outwardly beyond said transmission housing; a driven wheel non rotatably arranged on said driven shaft; a supporting element which directly at least partially surrounds said driven shaft without further components between said driven shaft and said supporting element, said driven wheel and said supporting element being arranged axially near one another so that said driven wheel is directly supported against said supporting element when axial force action is applied from outside, wherein said supporting element is arranged between said driven wheel and an inner side of said transmission housing, wherein said driven wheel being directly supported against said supporting element when axial force action is applied from outside, and no further components being arranged axially between said driven shaft and said supporting element.

22. A transmission-drive unit for a seat adjustment, comprising a transmission housing; a driven shaft extending outwardly beyond said transmission housing; a driven wheel non rotatably arranged on said driven shaft; a supporting element which directly at least partially surrounds said

driven shaft without further components between said driven shaft and said supporting element; said driven wheel and said supporting element being arranged axially near one another so that said driven wheel is directly supported against said supporting element when axial force action is applied from outside, wherein said supporting element is arranged between said driven wheel and an inner side of said transmission housing, said drive shaft having a bead which is engaged by said driven wheel and which has an outer diameter greater than an inner diameter of said supporting element.

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